

DUE SOMMERGIBILI AUSTRIACI CATTURATI

Uno E' Gia' Entrato a Far Parte
della Squadriglia di Siluranti
Italiane

POLA E BOMBARDATA

Il Papa Fa Dire agli Italiani Che Essi
Devono Invocare la Pace Vit-
toriosa e Giusta

ROMA, 15 Gennaio.
Il Ministero della Marina pubblicava ieri
un comunicato nel quale annunciava la
cattura di due sottomarini austriaci da
parte delle navi da guerra italiane. Ecco
il testo del comunicato:

Il sottomarino nemico VC-12, che la
marina da guerra tedesca aveva ceduto all'Austria, e' caduto nelle nostre mani
ed e' diventato una delle nostre siluranti.
È stato affondato da parte
della nostra squadra con equipaggio italiano.
Un altro sottomarino nemico, il
V7-12, appartenente alla marina da
guerra austro-ungarica, e' stato pur
catturato dalle nostre navi da guerra
ed e' ora in nostro possesso.

Nella giornata di venerdì aerei italiani
e francesi bombardarono le nostre torpedinieri,
al largo, senza però alcun risultato,
giacché le nostre siluranti ritornarono tutte alle loro basi senza alcun
danno.

Pure nella giornata di venerdì aerei italiani
e francesi lanciarono, cadere una quantità
di bombe ad alto esplosivo sulle
opere militari di Pola. I bombardamenti
nemici operano con costante minaccia,
ma non hanno finora le nostre macchine
tutte contro tre macchine nemiche,
con successo contro tre macchine nemiche.
Tutte le nostre macchine fecero
ritorno alla loro base.

Il Ministero della Guerra ha annunciato
che tra gli ufficiali che annegrono quando
la corazzata Regina Margherita affondo al
largo di Vaiola era il generale Bandini,
comandante di uno dei corpi d'armata for-
mato per la difesa di Altopascio.

ieri sera il Ministero della Guerra pubbli-
cava il seguente rapporto del generale Ca-
dorna circa la situazione allo fronte italiano-
austriaco:

Fronte del Trentino—l'artiglieria e'
sta attiva. Il fuoco accurato delle
nostre batterie ha disturbato importanti
movimenti di truppe nemiche sulle re-
tre strade, con la plattforma di una
batteria nemica.

Fronte delle Alpi Giulie—L'attività
delle artiglierie e' stata ostacolata dal
cattivo tempo che pero' non ha inter-
rotto punto la solita attività dei
nostri reparti di ricognizione.

D'ANNUNZIO DECORATO.
Un telegramma da Venezia dice che la
croce di guerra francese e' stata attaccata
al petto del capitano di cavalleria Gabrieles
d'Annunzio che per l'occasione portava
anche le insegne dei feriti. Come e' noto
il papa ha riconosciuto un accidente
casistico come discendente col suo aero-
plane dopo essere ritornato da una sped-
zione sulle linee nemiche.

La croce di guerra conferiati dal go-
verno francese era accompagnata da una
lingualessa lettera del ministro della
Guerra di Francia, generale Hausey.

IL PAPA E LA PACE

Ieri il monaco francescano padre Dragatz
pronunciò un sermone nella aristocratica
chiesa di Sant'Andrea della Valle, sermone
che e' vivamente commentato oggi per
quello che ne e' il principale contenuto,
per il fatto che la chiesa era affollata di
genti tra cui erano non pochi ufficiali e
soldati.

Il monaco predicatore esortò i suoi ascol-
tatori a pregare per il mondo a Cristo
In questo momento in cui migliaia di soldati
piangono i figli che hanno finito del loro
sangue i campi di battaglia, quando migliaia
di sposi piangono rassegnatamente i mariti
che non torneranno mai più, quando
migliaia di fanciulle aspettano trepidan-
ti i loro amati.

Il predicatore chiese a tutti di pregare
per "i nostri soldati e per i nostri marinai
che si trovano sul mare oppongono una
fronte di acciaio alla flotta del nemico," e
di invocare da Cristo "la pace, ma la pace
vittoriosa per la nostra patria e per i nostri
alleati."

A questo punto del sermone la commo-
zione del pubblico era così grande che un
uragano di applausi misti a singhiozzi scoppiò
nella chiesa, applausi che cessarono
soltanto quando il monaco alzò le mani per
far segno che aveva qualche cosa da dire.

E nel silenzio più ammone e profondo,
mentre tutti tranne lui prendevano respiro
per non perdere una sillaba delle parole
del monaco, padre Dragatz disse che,
avendo egli avuto l'onore di essere ricevuto
dal papa in quella stessa mattina, il papa
lo aveva incaricato di dire "ai figli di Roma
ed ai figli di tutta l'Italia che essi debbono
invocare da Dio la pace vittoriosa nel nome
dei devoti di Cristo, che e' il trionfo dell'amore della fratellanza, della
giustizia e del diritto."

Alleged Fugitive Arrested

ATLANTIC CITY, Jan. 15.—C. S. Baker,
a promoter, well dressed and plentifully
supplied with funds, was arrested in an up-
to-date apartment house on charges of
justice. He is alleged to have obtained
\$400 from William H. Jones, of Northfield,
Pa., for stock which the purchaser claims
to have discovered worthless.

Two Saloons Close

BURLINGTON, N. J., Jan. 15.—Unable
to persuade the excise commission to re-
consider its action, proprietors of two
saloons to whom the board refused re-
newals of licenses were compelled to close
their places at midnight Saturday, when
their old licenses expired.

At Last An Automatic Exerciser

that does all the work and
changes Fatigue at once to
Strength and Energy

Five minutes' use in your
room night and morning will
banish mental and physical
tiredness, insure restful sleep,
good digestion, a clear head
and restored vitality.

This simple device will im-
prove your breathing and
circulation at first trial. It
will give you a graceful, erect
figure, tones up the entire sys-
tem and naturally prolongs
life. You'll find age are
equally benefited.

You are invited to witness
demonstrations of this New
Scientific Automatic Exer-
ciser. Patent applied for.
Male and female attendance.

Fox Automatic Exerciser
1627 Sansom Street
PHILADELPHIA

ONE OF THE CANALS WHICH SERVE PORT OF PHILADELPHIA



Photo by EVENING LEDGER Staff Photographer

Scene on the Delaware and Chesapeake Canal, which connects Chesapeake and Delaware Bays. The picture shows an inspection party en route between Chesapeake City and Delaware City.

VAST DOMAIN PAYS TRIBUTE TO PORT OF PHILADELPHIA

Continued from Page One

Cabibbeans, gauchoins from Turkey, Russia
and Central India, iron ore from Cuba and

SCHUYLKILL NAVIGATION COMPANY
CANAL between Doll Clinton and Philadelphia carries on a coal traffic
from Germany and Brazil, micares from

Peru, sulphur from Chile, tobacco from

Cuba, Sumatra and Java, wool from every
wool-producing country in the world, es-
pecially from distant Australia, and sugar
from the West Indies and Hawaiian Islands,

which is brought to this port in a raw
state of enormous quantities refined in the
big refineries on our wharves and reshaped
at over the United States.

These are some of the principal articles
of the healthy exchange in world trade so
necessary for an increase in commerce made
possible by the efficiency of our improved
river, harbor and port.

Besides the vast tributary territory
reached by our communications, another
equally vast and fast-growing, when com-
pleted, will be brought into direct touch with our port through water
communication, of which a large part is
already in operation.

With the carrying out of the plans of the
Atlantic Waterways Association, Philadelphia will become a center of inland
water communications, which will largely
supplement the present unrivaled railroad
service of the port, especially for bulk ship-
ments, where low rates are of more im-
portance than the matter of time in delivery.

The following is a brief summary of these
waterways and their possibilities in the
building up of our river commerce:

DELAWARE & RARITAN CANAL,
which at present leaves the Delaware
River at Bordentown, passes through
Trenton and New Brunswick, and by way of
the Raritan River and Bay to New
York. This canal is to be called the
Delaware and Raritan Canal, and will connect
the present canal to the terminus at Morgan, N. J., near South Amboy,
on Raritan Bay, and thence to New
York. This canal stands unique among
the ports on the whole Atlantic seaboard.

With these numerous rail and water
connections, Philadelphia is to the United States
what London is to the British Empire, with a
virtually limitless territory from which to draw both raw and manufactured
products for export or coastwise trade and
through which to distribute imports, a ter-
ritory which can be economically reached
by the port of Philadelphia stands unique
among the ports on the whole Atlantic seaboard.

CHESAPEAKE & DELAWARE CANAL,
leaves the Delaware River at Delaware
City, passes across the Delaware and
Maryland peninsula to Chesapeake Bay,
and a direct water route from Philadelphia
to Baltimore.

**LEHIGH NAVIGATION COMPANY
CANAL**, between Coalport and Mauch
Chunk and Bristol, now carries a large

Austrian Foreign Minister III

LONDON, Jan. 15.—Count Ottokar
Czernin von Chudenitz, the Austro-Hun-
garian Foreign Minister, is ill in bed as a
result of an abscess of the upper jaw, says
Reuter's Amsterdam correspondent, quoting
a Vienna dispatch.

Our January Repricing Sale of Neck-
wear, Shirts, Gloves, etc., is a very special
money-saving opportunity. The merchan-
dise is the most desirable to be had, and at
the repriced figures offers most attractive
price economies.

Read of Reed's Radical Reductions in Men's Fine Furnishing Goods.

Silk Reefs for Dress Wear and Wool Reefs of foreign and domes-
tic manufacture are repriced at especially attractive figures. Underwear, Downs, Bath Robes, Waistcoats, Jackets, Worsted Sweaters and Belts are
included in this sale.

.50 Neckwear	\$.35	\$5.00 Silk Shirts	\$3.50
1.00 Neckwear	.65	6.00 & \$7 Silk Shirts	5.00
1.50 Neckwear	1.10	7.50 & \$20 Silk Shirts	6.00
2.00 Neckwear	1.50	.50 Half Hose	.25
2.50 & \$3.00 Neckwear	2.00	.75 Silk Half Hose	.50
3.50 & \$4.00 Neckwear	2.50	1.50 Silk Full Hose	1.15
5.00 Neckwear	3.50	1.00 Knitted Neckwear	.50
1.50 Mercerized Shirts	1.00	1.50 & \$2 Knitted Neckwear	1.00
2.00 & \$2.50 Mercerized Shirts	1.50	1.50 Pajamas	1.15
2.50 Soft or Stiff Cuff Shirts	2.00	2.00 & \$2.50 Pajamas	1.75
3.50 Silk Shirts	3.00	3.50 Pajamas	2.50
		5.00 Silk and Cotton Pajamas	3.75
		6.50 & \$7.50 Pajamas	5.00
		10.00 Pajamas	7.50
		13.50 Pajamas	10.00

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included in this sale.

JACOB REED'S SONS
1424-1426 CHESTNUT STREET

"OLD IRONSIDES" FORESCORE AND FIVE

Locomotive Made Initial Trip to
Germantown 85 Years Ago Today

Eighty-five years ago today, "Old Ironsides," the first successful steam locomotive in this country, appeared in Philadelphia, and to the amazement of the population ran "smoothly" and "quite wonderfully" between this city and Germantown, a distance of six miles, over the track of the Philadelphia, Germantown and Norristown Railroad Company.

Previous to this date, January 15, 1832, the little cars of the company had been drawn over the rails by horses. When the locomotive arrived every one predicted its failure. Imagine, then, the surprise it caused when it made better time over the six-mile track one day than the "best gray horse."

Very persons, if any, are aware of the fact that curiously more than anything else was the agency that brought the first locomotive into existence. Strictly speaking, "Old Ironsides" was not the first engine ever built. Some time earlier Einmann had been experimenting with steam locomotives, but the results were not very fruitful. A few were built and imported to this country, but in the long run they proved a failure.

Here Martin W. Baldwin, founder of the Baldwin Locomotive Works, enters the story. Baldwin had learned the trade of a jeweler and had been in the employ of Fletcher & Gardner, silversmiths, in 1817.

Business being slack, however, he went into the machinery business with David Mason, a machinist, near Fourth and Walnut streets.

At the time of the general interest in moving engines, Baldwin had become quite successful in his work on stationary engines. Franklin Peale, then proprietor of the Philadelphia Museum, went to Baldwin and asked him to construct a miniature locomotive for exhibition in his establishment.

Baldwin undertook the work, and on April 25 the little engine was built on a circular track and three pine boards covered with iron plates. It was covered by a seven-inch snowfall, an almost unprecedented occurrence.

Children in this city, virtually speechless, through successive days of mild winter, rose to the unusual opportunity and commanded the engine to rock chairs upon which they were seated in grandfather chairs, through the city streets. While service is unlimited, but trains are running hours behind schedule.

So successful was the engine that Baldwin shortly afterward received an order from the Philadelphia Railroad Company to build "Old Ironsides" against great odds.

At first the engine's locomotion was a trifling hault and bashful, but after a few corrections it was placed on a regular schedule.

On the first locomotive made so high as twenty-eight miles an hour, it was then put on a schedule which the managers of the railroad had advertised in the newspapers. The price charged was twenty-five cents a ride, and so great was the interest in it that hundreds of people from long distances just to ride behind the locomotive.

The locomotive weighed only five tons, a striking comparison to the Baldwin locomotives constructed with ease and in a short time by the Baldwin plant. The price now was \$4600, but a controversy arose, the railroad company holding that the engine had not lived up to contract. The case was finally settled, however, and Baldwin got \$3500.

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You Don't Merely Insure Your Life

You insure the carrying out of those purposes which make life worth living—the comfort of loved ones, the education of children, the perpetuation of the business you have built.

Death cannot defeat these purposes if you insure wisely with a responsible company.

THE Provident

Life and Trust Company of Philadelphia
FOURTH AND CHESTNUT STS.
FOUNDED 1865.

WE BEG TO ANNOUNCE

THE PARTNERSHIP HITHERTO EXISTING BETWEEN

WILLIAM S. BAKER

AND

WILLIAM C. HESSE, JR.

TRADING AS W. S. BAKER & CO., HAS THIS DAY BEEN DISSOLVED

BY MUTUAL CONSENT.

W